IN THE CLAIMS:

1-13. (Canceled)

14. (Currently Amended) An internal combustion engine comprising a variable valve drive device provided with at least one camshaft with at least one cam arrangement, which comprises a cam which is movable essentially radially relative to the camshaft, and at least one base circle disk fixed on the camshaft, wherein the cam is actuated by an adjusting element located at a side of the camshaft, and wherein the cam comprises two parts, a first part, which is actuated by the adjusting element, being essentially fork-shaped as seen from a side and gripping a second part forming a cam lobe.

15. (Previously Presented) The internal combustion engine according to claim 14, wherein the cam is brought from an inactive position to a lifting position by the adjusting element prior to or during a lifting phase.

16. (Previously Presented) The internal combustion engine according to claim 14, wherein the cam which is movable on the camshaft in essentially radial direction is held against the camshaft in an opposite direction of the lifting position by a spring element and can be retracted to its inactive position after the lifting phase by the spring element.

17. (Previously Presented) The internal combustion engine according to claim 16, wherein the cam in its inactive position is within the base circle of the base circle disk.

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18.   (Previously Presented) The internal combustion engine according to claim 14, wherein the cam is borne by sliding surfaces on circular guiding surfaces of the camshaft.

19.   (Cancel)

20.   (Currently Amended) The internal combustion engine according to claim ~~19~~14, wherein first and second part are held together by pins.

21.   (Currently Amended) The internal combustion engine according to claim ~~19~~14, wherein at least one base circle disk has a radial groove into which a pin can be inserted.

22.   (Previously Presented) The internal combustion engine according to claim 21, wherein the grooves of one base circle are displaced relative to those of another base circle disk.

23.   (Currently Amended) The internal combustion engine according to claim ~~19~~14, wherein at least one base circle disk has a ramp-shaped elevation, which together with the cam lobe of the second part of the cam defines the lift curve of at least one gas exchange valve.

24.   (Previously Presented) The internal combustion engine according to claim 14, wherein the adjusting element has at least one working surface, which interacts with a corresponding mating surface on the first part of the cam.

25.   (Previously Presented) The internal combustion engine according to claim 24, wherein the adjusting element has an essentially U-shaped

cross-section with two legs of the U as working surfaces, the legs having a distance from each other which is greater than a width of the second part of the cam.

26. (Previously Presented) The internal combustion engine according to claim 24, wherein the adjusting element is configured as an actuating roller, which actuating roller has a flange-like rim serving as the working surface.

27. (Previously Presented) The internal combustion engine according to claim 24, wherein the mating surface of the first part of the cam deviates from a strictly cylindrical shape and defines a control surface, such that the valve lift curve of the corresponding gas exchange valve is generated by the shape of the control surface of the first part and the shape of the cam lobe of the second part of the cam.

28. (Previously Presented) The internal combustion engine according to claim 27, wherein the control surface and the cam lobe of the cam are shaped in such a way that the valve lift curve is continuous, especially in a region of transition between the base circle of the base circle disks and the cam lobe of the cam.

29. (Cancel)